

DATE 2308Z 03 DEC 64

S E C R E T

ROUTING

1	9
2	10
3	11
4	12
5	13
6	14
7	15
8	16

TO : DIRECTOR

FROM :

ACTION:

INFO :

TOR: 2357Z 03 DEC 64

ROUTING INT	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	

PRIORITY

25X1A

25X1A

IN 60777

TO : PRIORITY INFO CITE

OXCART FLTEST OPS

OCCUPIED

1. ARTICLE 122 MADE FLIGHT 81 ON 3 DEC 64, 25X1A
 TAKEOFF TIME 0932 FOR A FLIGHT OF 58 MINUTES DURATION. PURPOSE
 OF FLIGHT: 5 MINUTES AT 3.0 MACH FOR HEAT SOAK OF PLASTICS, AIR
 STARTS ON R.H. ENGINE, AND TO CHECK TRIMMING OF CAMS ON L.H. ENGINE.
 TAKEOFF GROSS WEIGHT OF 102,100 LBS, CG: 21.7 PERCENT. TAKEOFF
 DISTANCE 6400 FEET, TAKEOFF SPEED 220 KNOTS, TEMPERATURE 58 DEGREES,
 WIND CALM. MAXIMUM SPEED 3.07 MACH, MAXIMUM ALTITUDE 78,000 FEET.
 TIME OVER 2.0 MACH 21 MINUTES, TIME ABOVE 2.6 MACH 14 MINUTES,
 TIME ABOVE 2.8 MACH 10 MINUTES, TIME ABOVE 3.0 MACH 6 MINUTES.

2. THE LEFT ENGINE WAS NOT TRIMMED PRIOR TO TAKEOFF OR DURING
 FLIGHT. STABILIZED AT 787 DEGREES AT TAKEOFF. THE RIGHT ENGINE WAS
 TRIMMED DOWN TO 766 DEGREES PRIOR TO TAKEOFF AND WAS RE-TRIMMED
 DURING FLIGHT MANY TIMES. TAKEOFF WAS AT 220 KTS AND CLIMB WAS
 INITIALLY 375 KEAS. A TUNNEL CLEARANCE WAS NOT OBTAINED, AND
 TRANSONIC ACCELERATION WAS MADE LEVEL. AT 14,000 - 15,000 FEET
 ALTITUDE A REAR END EJECTOR VIBRATION WAS NOTICEABLE. THE MA-1

S E C R E T

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S E C R E T

25X1A

[REDACTED] (IN 60777)

PAGE TWO

WAS OFF 15 DEGREES AND IFF INOPERATIVE. TRANSONIC ACCELERATION WAS POOR. AT 1.6 MACH AFT BY-PASS DOORS STARTED OPEN AND WERE FULL OPEN AT 1.8 MACH. THERE WAS NO NOTICEABLE ROUGHNESS OUT TO 2.5 MACH.

3. ACCELERATION WAS CONTINUED IN A 30 DEGREE BANKED TURN TO 3.0 MACH AT 78,000 FEET, 375 KEAS. ROUGHNESS WAS NOTED ABOVE 2.5 MACH AND WAS CONTINUOUS ABOVE 2.5 MACH. THE ARTICLE WAS FLOWN OVER THE BASE AT 2.9 MACH AND 74,000 FEET FOR SONIC BOOM. THE RIGHT ENGINE WAS THEN SHUT DOWN. KEAS WERE HELD AT 350 DURING THE RE-LIGHT ATTEMPTS. 6-7 UNSUCCESSFUL START ATTEMPTS WERE MADE WITH THE HYDROGEN IGNITION SYSTEM FROM 2.5 MACH DOWN TO 0.8 MACH. AT 0.8 MACH 350 KEAS AND 22,000 FEET ALTITUDE RE-LIGHT WAS SUCCESSFUL.

4. LANDING NORMAL. CHUTE OPERATION NORMAL.

END OF MESSAGE

S E C R E T